

The National *Falcon* News

NOVEMBER 2008



Eugene Neaville
Fort Wayne, Indiana

1966 Falcon Ranchero

Cover: Eugene Neaville

Eugene Neaville of Fort Wayne, Indiana has made his 1966 Ranchero into a 1966/67 Falcon/Fairlane hybrid. Frequent contributor Bill Honor profiles this longtime FCA member beginning on page 18.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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North Georgia Mountains Museum Cruise-In

The Southeast Chapter is always doing something fun with their Falcons. They recently took a cruise in the North Georgia Mountains to the Jacky Jones Museum in Hayesville, North Carolina. Along the way, they met up with more FCA members from the Carolinas Chapter and the Tennessee Valley Chapter. FCA Internet Director Wally Till filed this Trip Report.

JACKY JONES MUSEUM

Seven Falcons and members met at 9:00 AM at the I-985 Oakwood exit. After an hour cruise to Helen, they met FCA Internet Director, Wally Till, who had come to Helen a day early to "putt around." After a short break at the Helen Welcome Center, they cruised to Hayesville, led by Terry Tallant, who made all of the arrangements for the Museum visit. Many thanks were expressed to Terry for setting up this wonderful day.

They arrived at the Museum just before 11:00 AM and toured it for about an hour, taking lots of great pictures. Since most, if not all, of the pictures were taken with digital cameras, nobody ran out of film!



Southeast, Tennessee Valley Falcon Club, and the Carolinas club.



At the Jacky Jones Museum



—Continued on page 4

North Georgia Mountains Museum Cruise-In

—Continued from page 3



Three FCA chapters of Falcons lined up at the Cleveland, TN Cruise-In



All kinds of cars at the cruise-in. Oldsmobile details are stylin'



Has your FCA Chapter done something fun lately?
Send some photos and a few paragraphs about the event to the Editor at the address on page 6.

The Carolinas Chapter joined the museum goers, travelling together in a commercial vehicle: manufacturer not to be mentioned. The Tennessee Valley Falcon Club folks met up with them there too. Conrad (the Georgia Rebel) and Hilda Lavender also arrived to join the party.

Pictures of the museum are available on the Southeast Chapter's website, which Wally also maintains, secfalcons.com.

Wally reports, "We lunched at the Rib Country about a half a mile away from the Museum and everyone enjoyed the delicious barbecue."

CLEVELAND CAR SHOW

"About half of us then cruised to Cleveland, Tennessee, led by Dave and Mary Wagner. We travelled along Highway 64, paralleling the beautiful and historic Ocoee River. The rafters were out like ants gone wild.

Everyone took a bunch of great pictures and many are available on our secfalcons website.

After the Cleveland show, about 6:00 PM, we all split up and came home. Wally, Ed, and Les came down I75. Terry and others came down through Ellijay.

A good time was had by all, and again, many thanks to Terry for setting up this wonderful day."

—Submitted by Wally Till (FCA #8655)
Southeast Chapter, Falcon Club of America



President's Message

Chuck Beason

Thanks to the members of the Carolinas Chapter for hosting the 8th Annual Carolinas Regional Meet. Carolyn and I enjoyed the weekend spent with our "Falcon Friends" in the Carolinas. The weather wasn't as nice as we would, like but since rain was needed so badly in the Carolinas, we won't complain. The hospitality was superb and the Falcons just get better each time they are displayed. Thanks for a great "Falcon" weekend.

At the 2008 National Business Meeting the membership approved two very important amendments to our Falcon Club of America by-laws. Since the business meeting in July I have heard different versions of these changes and have read different versions in chapter newsletters. I would like to try to clarify these changes as they were approved. The first change is to replace the "Peoples Choice Award"—typically called "Best of Show Award"—with two awards, "Best Stock Award" and "Best Modified Award". The second change is the addition of a new category to our Standard FCA National Show Categories. This new category is **Lite Modified Category**.

This category is for that Falcon that retains the stock appearance but has been mildly modified to improve the safety,

performance and drivability/handling. Falcons entered in this Category might have disc brakes with dual master cylinder, rack and pinion steering that has been bolted in place, over-drive transmission (manual or automatic), aftermarket intake and exhaust manifolds, aftermarket wheels and tires, reclining bucket seats with original design upholstery material, aftermarket steering wheel, gauges or consoles. Even a small block Ford stroker engine. These mildly modified Falcons should not have any body modifications such as wheel tubs, louvers or hood scoops. These mild modifications are mods that could be easily reversed, returning the Falcon to a stock condition. The Falcon entered in this Category will probably be very detailed inside and outside.

As we approach the Holiday Season we should remember the men and women serving in our Armed Forces around the world. Let them know we appreciate their service and sacrifices. Carolyn and I would like to wish our many Falcon Friends a Happy Thanksgiving.

Remember, "Take a kid to a car show."

Chuck and Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Holiday Inn Express Hotel,
2491 Wonder Drive, (Exit
60- I-85) Kannapolis, N.C.
(704) 736-1920

Central California Falcons Bakersfield, CA

1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539
Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
(559) 322-0108

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat — monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(313)980-1868

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(952) 334-1654

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

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WEB SITE

www.falconclub.com

Classified Advertising

How to Advertise in The National Falcon News

**Email your classified ads to:
wcrosby62@sbcglobal.net**

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com, PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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Falcons For Sale

1965 Falcon Futura two door hardtop. Rebuilt 200-6 cyl, tuned up three speed C-4, shifts fine. No rust, laser straight body, beautiful fresh bare metal two-stage paint, rebuilt differential complete with axle bearings, all new brakes with cylinders and seals. Too much to list. Call for details. Asking \$9,000. Fred Fischer, 352-430-1865 or 407-595-9334. FL.

1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$10,200 OBO. Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.

1964 Falcon Futura convertible. Turquoise paint--looks good. six cylinder, 200 cu. in. 50K original miles. No rust. Second Owner. Located in Canal Winchester, OH. Asking \$12,500. Call Joe at 614-581-0130.

1964 Falcon Futuras, both 6 cyl., auto. Very straight and rust free. Black convertible with red reproduction interior; nice car but tired engine. Also 1964 two door hardtop, wrecked driver door and rear quarter, has later engine and transmission. \$7500 for the pair. Bill, 530-878-0296. CA.

1963½ Sprint Convertible. Fully restored. All new brakes; 3-speed on the column. Dark blue interior, baby blue exterior, dark blue top. Mint condition. Garage kept. 70,000 original miles. 14 x 6 steel wheels. Original fact wire covers. 260 V-8. Factory power steering. Picture available upon request. \$20,000 Frank Sellare 410-642-6272 MD.

1963 Falcon Deluxe Station Wagon, built Sept. 20, 1962, 170 CID 6 cylinder engine, 3 speed manual transmission, column shift, luggage rack, backup lights, full wheel covers, Viking Blue exterior paint, medium blue interior. Recent body work and original color paint, rebuilt heater box and heater core, resealed motor, rebuilt head, new clutch, pressure plate, throw out bearing, recently recovered seats, new u-joints, Pertronics ignition. \$4800, Ray Johnson, 707-535-6476 or falconray@pacbell.net, CA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and

—Continued on page 10

FCA Technical Advisors

HEAD TECHNICAL ADVISOR

Bruce Wolfe, 10206 Jonestown Rd,
Grantville, PA 17028
717-469-7252, afutura@verizon.net

FALCON YEAR

1960 Bonnie Stringer, 322 Jeff Davis,
Waveland, MS 39576
FalconClub@aol.com, 228-466-4349

1961 Phil Barber, 2574 Riva Rd., #17-A,
Annapolis, MD 21401
PBarberpr@aol.com, 410-266-8271

1962 Glenn Vanerendonk, 4305 N. Spruce,
Kansas City, MO 64117
816-452-1967

1963 Bob Passino, 5188 E. Henrietta Rd,
Henrietta, NY 14467
Mattyp8@juno.com, 585-334-6779

1964 Convertible

Russell Hoeksema, 4519 56th St., W.
Bradenton, FL 34210

1964 HT & Sedan

Richard E. Alyea, 1817 N. Timber Ave.,
Bethany,
OK 73008-5726, 405-789-6592

1964/1965 Station Wagon.

Frank Servas, P. O. Box 10,
Center Valley, PA 18034
falcon@hypermips.com

1965 Jim Hatcher, 8301 W. 92nd Terrace,
Overland Park, KS 66212

1966 Phil Warren, 602 N. Harrison,
Spring Hill, KS 66083
913-592-3571, pwrrn@cebridge.net

1967 Don Anderson, 2082 Cooper Way,
Jonesboro, GA 30236

1968 Leon Grantham, 8108 E. 59th St.
Kansas City, MO 64129
816-353-3084

1969 Vacant

1970/1970½

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1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**

1964-66 Falcon outside mirror, LH or RH
C5AZ-17696-F **\$80.00**

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1960-62 2 dr sdn, doors and quarter windows (8 pieces)
CODZ-6421452-K **\$60.00kit**
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COMB-6443720-C **\$17.50**
1964 and 1967-70 all with trunks
C3AZ-6243720-A **\$17.50**
1965-66 all with trunks
D0AZ-6243720-A **\$27.50**



1960-65 Falcon RH vent window handle
C30Z-6222916-A **\$20.00**
1960-65 Falcon LH vent window handle
C30Z-6222917-A **\$20.00**

FALCON

1962-63 FALCON rear quarter panel letter set. Does 1 side.
C2DZ-6240282-SET **\$25.00set**

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1960-62 2 & 4 dr sedan
C0DB-6442084-A **\$70.00**
1963-65 2 dr hardtop
C3DZ-6342084-B **\$70.00**
1962 2 dr sdn #62C, 1963-65 2 & 4 dr sdn
C2DZ-6242084-A **\$80.00**
1960-65 Ranchero
C60Z-5442084-A **\$50.00**
1966-67 Ranchero
C60Z-5442084-A **\$65.00**
1966-67 2 dr sedan
C60Z-6242084-A **\$90.00**
1966-67 4 dr sedan
C60Z-5442084-A **\$65.00**

FALCON VENT WINDOW SEALS

1960-65 2 & 4 dr sedan
C0DB-6421448-PR **\$80.00pr**
1963-65 2 dr hardtop & convertible
C3DZ-7621448-PR **\$80.00pr**
1966-70 2 & 4 dr sedan
C60Z-6221448-PR **\$150.00pr**



1960-63 Falcon 2 & 4 dr sedan outside door handles, LH & RH
C0DZ-6422404-PR **\$110.00pr**



1960-63 Falcon inside door handle, RH or LH
C0AZ-6422600-A **\$20.00ea**

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CODZ-6220530-PR **\$95.00pr**
1960-63 4 dr wagon
C1DZ-7120530-SET **\$225.00kit**
1960-65 4 dr sedan
CODZ-7320530-SET **\$180.00kit**
1960-65 4 dr sedan (front doors only)
C0DZ-7420530-PR **\$100.00pr**
1960-63 2dr hardtop & convertible
C3DZ-7620530-PR **\$95.00pr**
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FALCON WINDSHIELD SEALS

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C3DZ-6303110-A **\$77.50**
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www.dennis-carpenter.com

Classified Ads (con't)

—Continued from page 7

brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 "Futura Hotrod." Drive train is '63 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

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1521 Dogwood Drive
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Falcons for sale: 1 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Bran-

son, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Falcons Wanted

Wanted: help from FCA members to locate a 1967 Futura Sports Coupe, or a 1965 Sports Futura two dr hardtop. Must be a 6 cyl. w/C4 auto. Want an original car, no rust, clean driver w/ 80,000 miles or less. Will consider all, but prefer anything except black or red. Willing to pay good price for the right car. Call or email Milt Robar, 256-488-9318, or rbrmil69@netzero.net. Evenings best. AL.

Falcon wanted: 1960 with VIN number below 105,000, in any condition. Merl Hayn, 574-892-6309 or shaynfamil@aol.com. IN.

Parts Wanted

1963 Falcon Delux 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc.

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Wanted: a chrome lid for the console in 1963 convertible. The two bolts that hold it on must have good threads and nut. Howard Jewett, 515-964-3625 or howardpt1@aol.com. IA.

Parts For Sale

Complete drive train, 1960 to 1970 for Falcons and Mustangs. Radiator, 200 cu in 6 cylinder engine, C4 auto transmission, drive shaft, Offy 200 cubic inch intake manifold with 3 F1 carbs and linkage. All covered and clean. \$400. for all. Alan Peters, Granbury, TX 817-573-3796.

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Gene Wagner, 570-4723280 or byw-shades@aol.com Bear Creek, PA.

1964 Falcon two door hardtop parts: Pair of door windows, glass and frame, \$25.; left and right vent window frame assemblies with glass. \$25.; AM radio in working condition, \$40. Steve, 562-595-1876 or send email to SteveWT324@AOL.COM. CA.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

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knob, bezel, mounting collar \$8. Futura rear panel (Aluminum) goes between the taillights with gas cap hole in center \$25. 1964-65 Ranchero/Wagon: Tailgate latches \$10. for the pair. Tailgate release center with both rods that connect to latches \$10. Steering wheel painted Buckskin with nice Tan leather cover, nice wheel for driver \$25. Tailgate holder (not a cable) one left \$7. Single speed wiper motor \$20. ALL ITEMS PLUS SHIPPING. Call Ray, 575- 524-3371 or 1965falcon@zianet.com or P.O. Box 3, Fairacres, NM 88033

1963 (6 cylinder) with transmission. (auto) \$450.OBO. Power Steering unit complete \$450. OBO. Air Conditioner (factory) complete \$450. OBO. V8 PARTS: auto transmission \$150. OBO. Four barrel intake \$70. OBO. Bill Kecses., H-248-887-4849, C-248-736-4865 or jbkecs@netzero.com. MI.

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Classified Ads (con't)



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NOS parts: CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODB- 6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

For 1964-65 Falcon four door wagon: NOS right quarter panel. Excellent condition. \$275.+ shipping. Francis Liebenth, 330-925-7111. OH.

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Parting out 1965 Falcon 2 door Hardtop Futura. I have owned this car for 17 yrs. The frame rusted and I don't have the time or money to repair. Parting out complete car less engine

and transmission. I have new rocker panels, floor pans, toe boards, solid fenders and doors, glass, two chrome trim packages, solid front and rear frame rails and torque boxes from a Colorado car ready to install, taillight panel, 9 inch nodular ford rearend, all interior and trim, lights, hoods, deck lids. Too much to list, please call for details. Everything must go. I can e-mail pictures. Gerald Dalton, 502 417-7959, or email 241dalt@bellsouth.net. Louisville, KY

—Continued on page 23

1960-1970 FALCON

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SO YOU WANT TO RESTORE A FALCON?

Tech Column

Dick Harrington

PART I

It all started in 1967 when I bought my first car, a black 1963 Falcon Sprint; V8, four-speed, broken rear spring perch, broken seat frame, but a solid lifter cam, dual point distributor and a cool factor that any teenager would love.

April 2001. The youngest child is in her final semester of undergraduate college, the last tuition bill has been paid and it is time to find a 1963 Falcon Sprint. The next three months were spent looking on eBay, Hemmings and a continuous internet search. Initially only hardtops were considered, convertibles were then included, then the years were expanded to include 1964 and 1965. It was decided that 1964 and 1965 Comet hardtops could also be an option. On July 4th weekend an ad was found for a 1965 Comet hardtop in Buffalo, New York. A phone call to the owner went very positively and a road trip was on. Bought it! One year later, the need for a Falcon Sprint had returned and the search was on again. One evening, a buy-it-now came up on eBay for a Falcon Sprint convertible. A quick call to the owner and an instant decision to buy was made. Well, the Comet drives and runs great, having a convertible can't be beat on a warm summers evening, but there was still a need for that first car. The search continues! In October, 2003 and a Sprint hardtop was located in New Jersey. On Columbus Day weekend, my wife and I went and got what should have been found first. It looked pretty good (they always do when you have lust clouding your vision), but a full restoration was in order. Two and one half years later the car was mostly finished and on the spur of the moment it was decided to head to Indianapolis for the Falcon Convention.

Now, you would think that this was the lead-in to restoring the Falcon Sprint hardtop, not quite! Since 2001, my Falcon knowledge base has gone from zero to a good solid understanding of Fords early sixties compacts. The knowledge includes how to do a restoration at home in its entirety; body work, paint, mechanical, interior, you name it and it has been done. After the Sprint hardtop was completed, the time, money and effort was painful enough that this would never happen again. Well, as visits were made to Falcon Club of America and Comet East events a social life has emerged that has turned out to be very pleasant pastime. One question seems to get asked frequently, would you restore another? The answer—"Absolutely not!"

Well, time tends to dull the memory instead of saying no, "if the right car came along" became the answer. Guess what? The right car came along! A 1963 Falcon Ranchero with a 260 V8 and a 4-speed. A rare combination, particularly since it was built in August, 1963 (plant change over to the next years model usually happen in early July).

So, over the next two years, a monthly update on the progress will be presented. Restoration progress, costs of restoration, tips on how and why, the tricks of finding parts, where to find help and recommended tools required to do it yourself.

Mid December, 2007

The Ranchero was found through TFFN (The Ford Falcon News) for sale ads. It was in Modesto, California, over 3000 miles away. It was not even considered initially, but the price was very good and the owner was a regular on TFFN and an officer in the FCA Sonoma chapter. A quick review of the data plate indicated that indeed, the vehicle was a numbers matching rare bird.

How does one get a Falcon from the left coast to the right coast? An internet search led to a site where you can list your need for a vehicle transport. Emails and telephone messages arrived by the dozens. Cost was about \$900 on the low end and \$1500 on the high end. Of course, being a state worker, you accept the low bid. A check was sent to the owner and the wait to get the car picked up began. Well,

eight weeks goes by and nothing has happened. Repeated calls to the broker for the transport company go unanswered. Finally, a letter, email and a phone message was left to cancel the deal and another broker was selected. Of course, the car immediately gets picked up by the first broker's carrier and the second broker refuses to refund a \$200 deposit. The first lesson: Deal with a carrier directly, never use a broker. The Ranchero arrived in Delhi, NY on February 4, 2008.



The Ranchero sitting in Modesto, California



Next month: Initial Inspection

FALCON UPDATE

Back in the July issue of *The National Falcon News*, there was an article called the "Caribbean Pearl," where Julie was wondering about the strange moulding down the side of her Falcon.

As no one had replied, I thought I would put pen to paper, so to speak.

Attached are a couple of pictures from the 1965 Mexican sales brochure. As you can see, the mouldings on the side are very similar to Julie's. I would be predicting that Julie's is the 1964 equivalent of these. At this stage I have been unable to find a pic of a 1964 Mexican Falcon.

—Submitted by Rob Nicholls (FCA #2473)
Victoria, Australia



Julie Waters asked about her Falcon; "Could anyone tell me anything about the moulding on the side? We have not seen anything like it."



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Amy Marquardt found this pristine piece of Falcon history on eBay eight years ago. It was a Des Moines car and Amy's daughter in Des Moines went to take a look at it. Her report: "This car is beautiful." That was all she needed—Amy became the proud owner.

When Amy bought the 1961 two door Deluxe sedan it had 16,000 original miles. At the 2007 meet in Minnesota, it was up to 18,400.

The car is original, Amy and her husband, Ralph have added the Deluxe features, the wings, gas cap and other accessories. They didn't have to do much to coax it back into great shape, Bob Cote detailed the engine compartment and they have had it painted the original Aqua color. Everything else is original, including the original gumdrop wheels. And the little Falcon is in fantastic condition, even the grey vinyl/cloth upholstery looks brand new!

They did discover unusual wear on one tire and discovered a defective tie rod from the factory. That was

replaced and they have had no other problems with the car.

The 144 cubic inch six cylinder engine powers it just fine for the cruise nights and occasional car shows, where Amy has



Deluxe features like the back-up lights, wings and mirrors were added as they were found.

—Continued on page 16

Minnesota Moments



—Continued from page 15

been “thrilled” by the occasional trophy.

Amy and Ralph didn’t make it to quite as many car shows as usual in 2007—they were very busy putting together the National Meet along with the rest of the Northland Chapter. They certainly made the Minnesota Meet one to remember.

Ralph showed his 1963 Falcon Cayuse at the meet; it has also been featured in *The National Falcon News*.

Amy and Ralph have been Falcon Club of America members for about eight years; they met up with some FCA folks at a local car show and joined up. Amy would like to see more young people get involved in the club to keep it vital and growing and suggested more publicity at local veents as a means for getting the word out about the FCA.

What is the best thing about the FCA? According to Amy, “The members are so friendly, not snooty like some other car clubs. There is a really noticeable difference in the atmosphere of the club and we feel at home here.”



Snoopy was in the Falcon ads, so he gets to ride along.

The original upholstery. This car isn’t just clean—it’s prisitine!

More Deluxe details; parking lights set in the grille, below.

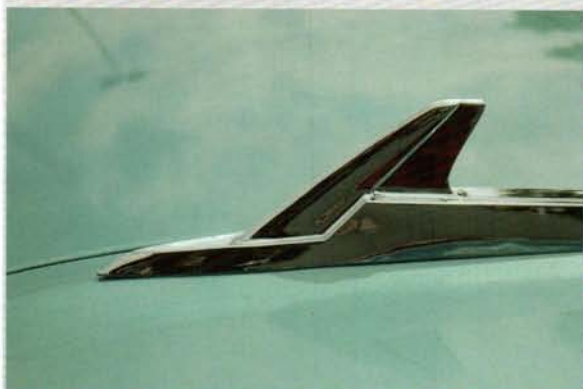


1961 Deluxe Falcon Sedan

Amy Marquardt



Amy and Ralph were very busy during the meet, but graciously spared some time talking about Amy's Falcon.



This is the eleventh in a seventeen part series of Minnesota Moments, a collection of photos and interviews with Falcon owners conducted during the Minneapolis 28th Annual Falcon National Convention in July, 2007. There were so many nice people and so many beautiful Falcons that it has taken a while to work through the series. Thanks to all for your patience.

Do you have a story about your Falcon—and you? Have you recently completed a restoration or driven your Falcon in a special event? Send your stories and photos to the Editor at the address on page 6.

Member Profile: Eugene Neaville's 1966 Ranchero

By Bill Honor

Photos by Bill and Dillon Honor

Eugene Neaville of Fort Wayne, Indiana has been a member of the Falcon Club Of America since the early eighties; he is member #1337. For Christmas in 1981, his daughter Dianne, bought him membership into the club and he received his first issue of *The Falcon News* in 1982.

I met Eugene at a car show about five years ago. We always got to talking, since we both are Falcon Club members. After a while he started to kid me; "I see you got another one of your pictures in *The Falcon News*." After meeting several times I had the idea and asked him if he would like to try to get his pride and joy in the national publication. Eugene said he didn't have the greatest of cameras, so I volunteered one Saturday in June to take some Falcon pictures for him, along with my son, Dillon. It was a sunshiny day in Fort Wayne so I

—Continued on page 20



Wheel cover emblems designed by Eugene

Restoration in progress

No rust or bondo?

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Side View

Bottom View

First time available is the Cobra style T-shaped aluminum oil pan for the 351 Windsor motors. Cast aluminum finish with fins and the same large capacity to hold 7 1/2 qts. as the pan used on the 65-66 GT350's. This pan is specifically designed for the 351 Windsor motors only with baffles to keep the oil around the oil pump pick up and includes drain plug.

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VC289-BK Small Block Tall Finned Cover-Black Finned ea ~~189.95~~ SALE 180.45

60-67 Falcon-Ranchero Steering Column Bushing Sleeve

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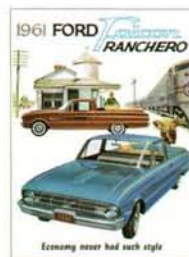
We now have the upper steering column sleeve bushing for the 1960-1967 Falcon, Ranchero, and 1960-1961 Comet. New product for 2008!

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New for 2008. Color reproductions of the original Sales brochures. These are reproduced from the original brochures and replicated to true colors. Compare to originals being sold at swap meets and e-bay for up to fifty dollars.

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Member Profile: Eugene Neaville's 1966 Ranchero



1967 Fairlane tail lights and fenders give the Ranchero a unique appearance.

—Continued from page 18

decided to give him a call. He arrived eagerly and we went out to a couple of locations to shoot some pictures of his Ranchero.

By the way, for the purists out there, Eugene does have 1967 taillights and a 1967 grille on the vehicle—that's what he liked. Maybe this is what a 1967 would look like if it still carried the Falcon Badge.

While taking the pictures, I asked Eugene how he had acquired the red 1966 Ranchero. He noticed an ad in the Auburn, Indiana Newspaper, 20 miles north of Fort Wayne. The ad stated "great looking Falcon Red Ranchero no bondo and no rust." Neither was the case; it has bondo and rust that you will notice in the old pictures, which Eugene removed in time. The car was very nice looking and he drove it as bought, for a good five years be-



fore doing any work to it. When asked the cost of the car, he said "I traded my green slant six 1971 Duster plus I had to give \$300 to boot!"

Eugene has had this car since 1981 and has no plans to sell it. You can find

Eugene at many local car shows where he will proudly display his car for hours there. He has also driven it to the National Falcon convention, Indianapolis to name one.

—Continued on page 22



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\$39⁹⁵ ea



Brake Drums

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'60 - '65 With 9" drum only. No hub. 4 lug holes.

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\$39⁹⁵ ea



'60 - '65 With 9" drum only. No hub.

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'60 - '65 With 10" full cast drum.

For use with 2 1/4" and 2 1/2" brake shoe.

BD1634

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Rear

'60 - '70 With 9" x 1 1/2"

BD2641

\$39⁹⁵ ea



'60 - '70 With 9" x 2 1/2". Drum only.

BD2640

\$39⁹⁵ ea



'60 - '70 With 10" x 1 3/4". 5 lug holes. Center hole: 2.434".

BD2623

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'66 - '70 With 10" x 2". 5 lug holes.

BD2637

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C5DZ-9002D

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'66 - '70 Except station wagon.

- 16 gallon
- Includes o-ring and locking ring
- 37" x 25 1/2" x 6 1/4"

C6DZ-9002B

\$299⁹⁵ ea



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'60 - '63 Station wagon

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C4DZ-9275A

\$59⁹⁵ ea

'65 Except station wagon and sedan delivery

C8ZZ-9275C

\$49⁹⁵ ea

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Member Profile: Eugene Neaville's 1966 Ranchero



— Continued from page 20

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- 1967 Fairlane quarter panels
- 1967 Falcon Taillights
- 10 x 2 1/2 front brake drums
- 1984 Mustang seats and console
- 1967 Falcon Grill
- 1986 Ford truck Red paint
- Pertronix ignition
- Total control shock tower braces
- 1965 Mustang style wheels
- Falcon emblem inserts for wheels made by Eugene

Bill and Dillon Honor (FCA #6393) of Fort Wayne, Indiana are frequent contributors to *The National Falcon News*.



Classified Ads (con't)

—Continued from page 12

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Information Wanted

I need advice on a water leak on my 1965 Falcon Futura under the dash. There are rust holes. Someone with Falcons must have had this problem to correct. Haven Paxton, 4039 Riverside Dr., Brunswick, GA. 916-280-9641.

Miscellaneous For Sale

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95

Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

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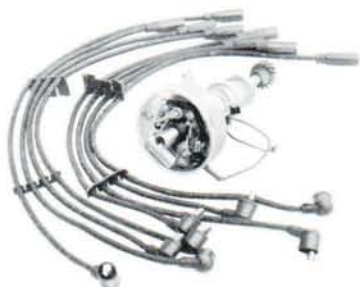
Put Following ingredients Into a coffee mug:
4 T. flour (that's plain flour, not self-rising)
4 T. sugar
2 T. baking cocoa
1 egg
3 T. milk or soy milk
3 T. oil
3 T. chocolate chips (optional) some nuts (optional)
Small splash of vanilla

Add dry ingredients to mug, and mix well.
Add the egg and mix thoroughly.
Pour in the milk and oil and mix well.
Add the chocolate chips and vanilla, and mix again.
Put your mug in the microwave and cook for 3 minutes on high.
The cake will rise over the top of the mug, but don't be alarmed!
Allow to cool a little, and tip out onto a plate if desired. EAT!



This can serve two if you want to share!
And why is this the most dangerous cake recipe in the world?
Because now we are all only five minutes away from chocolate cake at any time of the day or night!

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FORD PART NUMBER.....C3OZ-7A537-A



COBRA COMPETITION OIL PAN

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FORD PART NUMBER.....C4OZ-6675-A



COBRA DUAL EXHAUST KIT

For changing a Falcon 260 CID single exhaust layout to a dual system. The 4" heavy-duty glass pack mufflers are of straight-through design to minimize back pressure. The kit includes 2 glass pack mufflers, 1 exhaust pipe and 4 clamps. Available for 1963-64 Falcon 260 CID V-8 only.

FORD PART NUMBER.....C4DZ-5210-A



COBRA SCATTER SHIELD

Made of high-carbon cast steel, this housing is designed to give extra protection for occupants and car especially at high engine speeds. Replaces cast-aluminum housing. Fits 221, 260 and 289 CID V-8's; used with manual-shift transmissions only.

FORD PART NUMBER.....C4OZ-6394-A

—Continued on page 28

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Her info is on page 6.

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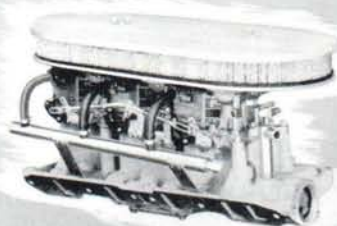
MODIFYING FORD 221, 260, 289 CID V-8S FOR HIGH PERFORMANCE



SINGLE 4-V INDUCTION KIT

4-V Kit replaces standard 2-V induction system without major changes to basic system layout. Fits 221, 260 and 289 CID V-8's. The kit includes 1 intake manifold, 1 carburetor, 1 air cleaner, 1 spacer, plus miscellaneous seals, gaskets, studs and screws.

FORD PART NUMBER.....C4OZ-6B068-D



6-V INDUCTION KIT

Combines three 2-venturi carburetors on the precision-cast-aluminum intake manifold. Uses center carburetor for starting and for low and medium speeds. Front and rear carburetors act as secondaries and cut in at higher speed during maximum acceleration demand periods. For 260 and 289 CID V-8's only. Kit includes 1 intake manifold, 3 carburetors, 1 air cleaner and 1 fuel manifold.

FORD PART NUMBERS.....C4OZ-6B068-A—260 CID V-8
C4OZ-6B068-B—289 CID V-8

Appropriate linkage kits available separately

3-2V Linkage Kit-1963 Falcon-C3DZ-9B843-A

3-2V Linkage Kit-1964 Falcon-C4DZ-9B843-A

3-2V Linkage Kit-1963-64 Fairlane-C4OZ-9B843-A



8-V INDUCTION KIT

This kit features two 4-venturi carburetors mounted on a specially designed cast-aluminum intake manifold. Primary sections of both carburetors operate progressively from throttle linkage for starting and for low and medium speeds. Both secondaries are velocity-flow operated to cut in for acceleration and high speed use. Kit includes 1 intake manifold, 2 carburetors and 2 air cleaners. Kit fits 221, 260 and 289 CID V-8's. Available soon.

FORD PART NUMBER.....C4OZ-6B068-E
2-4V Linkage Kit-1963-64 Fairlane-C4OZ-9B843-B



8-V WEBER INDUCTION KIT

The ultimate induction system for "all-out" competition. Four 2-V Weber carburetors mounted on a special intake manifold for wide-open running. This is the same kind of high-output system used in Lotus Fords and Cobras. Not recommended for street use. This kit fits 221, 260 and 289 CID V-8's and includes 1 intake manifold, 4 carburetors, 1 water and fuel manifold with appropriate throttle linkage available separately. Available soon.

FORD PART NUMBER.....C4OZ-6B068-C
4-2V Linkage Kit-1963 Falcon—C3DZ-9B843-B
4-2V Linkage Kit-1964 Falcon, 1963-64 Fairlane —C4OZ-9B843-C



COBRA ENGINE DRESS-UP KITS

Add the racy "Cobra" look with bright finned, polished aluminum valve covers, gleaming chrome air cleaner, filler caps and dip stick. The kits include Valve Cover Kit, oil dip stick, radiator cap, oil filler cap, master cylinder cap and air cleaner cover and filler.

ENGINE	DRESS-UP KIT PART NUMBER
1963 Falcon 260 CID —	
1963 Fairlane 221, 260, 289 CID	C3OZ-6980-A
1964 Falcon 260 CID —	
1964 Fairlane 260, 289 CID	C4OZ-6980-A



COBRA VALVE COVER KITS

Featuring polished aluminum valve covers, these kits include 2 valve cover assemblies, 12 chrome bolts and 12 chrome washers.

ENGINE	DRESS-UP KIT PART NUMBER
1963 Falcon 260 CID —	
1963 Fairlane 221, 260, 289 CID	C3OZ-6A547-A
1964 Falcon 260 CID —	
1964 Fairlane 260, 289 CID	C4OZ-6A547-A

—Continued in December issue

Falcon Family Photos

Kenneth "Skip" Rockney of Pataskala, Ohio sent these photos of his 1963 Sprint convertible. He added, "Falcons rule! I had the same type of Falcon, only white during high school in 1963–1965."



Do you have photos of your Falcon for The National Falcon News? Send them to the Editor at the address on page 6, along with a few paragraphs about the car—and you!

Tim Schmidt of San Marcos, California purchased his 1965 Falcon Futura two door hard top in November, 2002. He finished his transformation in September, 2007.

It may look "normal" on the outside, but take a closer look. The engine is a 351 Windsor bored and stroked to a 427 ci. It dynoed at 455 HP and 489 lbs. Other modifications include:

- Torque on pump gas
- 4340 Steel stoker crank
- H-beam steel rods
- Clevitte bearings
- Venalia pistons
- Comp roller cam and lifters
- Victor Jr. heads and intake manifold
- Holly HP 830 CFM carburetor
- MSD ignition
- Melling oil pump with Canton pan
- Doug's headers, Quick-Time electric cutouts, followed by Flow Masters

The body, paint and modifications were done by Brian and Pasi of Calamia Customs in Vista, California, the engine by Villages Racing, in Castaic, CA. The upholstery is by North County Upholstery in Escondido, and the trim restoration by Norm Huie, San Clemente.

Some highlights are: reinforced frame, narrowed Ford 9" with a Four-Link System Custom dash and metal console, custom engine bay and front radiator support.

The car has a Mustang II with power rack and pinion. Transmission is a AOD. Fuel safe sets 50% in- 50% out of custom truck. Four wheel disc brakes—with the booster and master cylinder sideways, under the dash. Hours of sanding and PPG Paint make it straight and black with the Norm Huie trim mounted.



Only seven items on the outside of the Falcon are not stock.



Tim Schmidt's 1965 Futura



Tim notes that only seven items on "outside of car not stock:

- No wipers
- No cowl grill
- No FORD on hood
- No fender emblems
- No antenna
- Side exhaust
- Non original, but period wheels

This Falcon is a real head turner. Get a closer look, in person, if you can. If not, see more photos on the next page.

—Submitted by Tim Schmidt
(FCA #13041)
San Marcos, California

Tim Schmidt's 1965 Futura

